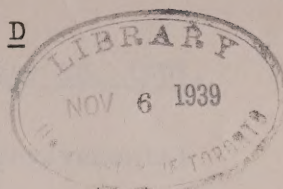


MARTIN TRANSPORTS LIMITED

Head Office

TORONTO, ONTARIO



December 13, 1937.

MEMORANDUM FORROYAL COMMISSION ON TRANSPORTATION

(adopting and supplementing the preliminary brief filed on behalf of the Automotive Transport Association, Nov. 29, 1937)

Martin Transports Limited is a corporation incorporated under the laws of the Province of Ontario with Head Office in the City of Toronto.

The company is engaged exclusively as a common carrier of freight by motor vehicle. Its operations extend from Windsor and Detroit on the west to Montreal in the east, with northern limits of Ottawa and southern limits of Fort Erie and Buffalo. As at March 1, 1937, it operated about 333 licensed units of equipment, but, as this includes a large number of detachable bodies, the maximum number of operating units is much smaller. The number of employees varies but an average figure would be 500. Other data concerning the operation of the company will be furnished to the Commission. Because of past unpleasant experiences, it is suggested that information coming from our records be treated confidentially by the Commission.

Martin Transports heartily approve the appointment of the Royal Commission. It commends the government of the Province of Ontario on its sincerity as evidenced by this inquiry and has full confidence in the ability and integrity of the members of the Commission. The thoroughness with which the Commission has thus far proceeded leads us to believe that its report will deal fairly with all of the interested parties.

Dealing specifically with the matters covered by the Order-In-Council dated the 26th day of August, 1937, as amended, we submit the following:

1. (a) The tolls and rates charged by us for the carriage of freight are set out in detail in the rate sheets which will be tendered as exhibits if requested. It is admitted that, due to forces beyond our control, these published rates are not rigidly adhered to.

(b) Taxes paid during our last fiscal year (which ends on the last day of February) will be supplied if requested. We pay direct taxes to municipalities, to the provinces of Ontario and Quebec, to the States of Michigan and New York, and to federal bodies at Washington, U. S. A.

(c) Wages paid amount to about 40% of our revenue. We believe that our wages are as high or higher than those paid elsewhere in this industry. Particulars will be furnished on request.

(d) The hours of labour are, to our knowledge, in conformity with the laws of the jurisdictions within which we operate. Our driving schedules are framed so that ordinarily a driver on the highways will not operate a motor vehicle for more than ten hours in any one day. The stress of competition from private carriers and from smaller common carriers makes it impractical to better conditions at this time. We assure the Commission, however, of our anxiety to co-operate with the legislative and labour bodies in such modifications of present conditions as may be deemed desirable or expedient.







(e) We receive no direct subsidies from governmental bodies.

2. Our rates, taxes and license fees are undoubtedly at variance with the rates, taxes and fees imposed by or on other modes of transportation. This subject will probably be dealt with by the able counsel appearing before the Commission. The only observation made at this time is that any differences which exist between competing modes of transportation are not of and by themselves evidence of unfairness. Numberless factors, both historical and current, should be considered in any endeavour to explain or to modify the inherent differences in transportation by highway, rail, water and air.

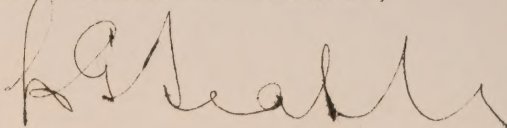
3. The wages paid and hours of labour demanded are also matters which should not, in our opinion, be fixed or regulated by conditions prevailing outside of the motor industry. Having regard to the large numbers of private commercial operators, and to the past records of the small common carriers, we feel that wage and hour schedules in the well-organized railroads are irrelevant. To fix wages and hours by provincial legislation without rigid enforcement on every carrier of freight on the highways, would be to penalize the law-abiding operators.

4. The present method of licensing and regulating of motor vehicles is a matter upon which representations are being made by the Automotive Transport Association. Our operating licenses have been built up, in large measure, by the purchase of existing operators. In other words, we have followed the course of buying motor transports and obtaining a transfer to us of their licenses, rather than make application to the Ontario Municipal Board. The service which we now offer to our customers has been built up by experience in the last fifteen years. By a process of trial and error, by experiment and by observation, we have evolved operating schedules to meet the needs of the public. Of course, our services are affected by many factors, but, by and large, we are ready and willing to accept such freight as is offered to us by shippers on reasonable terms. It is our submission that there is a definite economic need for our services and that there is also a place in the general scheme of things for transportation by rail, water and air. The exact boundaries may be hard to define and may be a matter of constant change, but economic forces and fair competition together with a measure of governmental supervision will evolve those boundaries more readily than arbitrary legislative rulings.

5. The extent to which the cost of public roads should be met by the owners and operators of motor vehicles is a matter upon which we are not competent to comment. We do suggest, however, that the Commission take a broad view of this complicated question. Taxation of any kind is of vital concern to all those from whom it is exacted. Recommendations which have been made in other jurisdictions with regard to increased taxation would be fatal to our continued existence.

We request leave to present such further evidence as may be advisable. If, when the Commission returns to this city for its final hearings, views or opinions from those engaged in actual operations are required, we shall be pleased to co-operate.

MARTIN TRANSPORTS LIMITED,



Secretary-Treasurer.



